

**TABLE 3.1-1**  
**ROUTE 52 TRAFFIC STUDY**  
**EXISTING TRAFFIC LEVELS OF SERVICE -- WEEKDAY**

INTERSECTIONS & APPROACH		1996 Existing			
		Mvt.	V/C	Avg. Stop Delay	1 LOS
A. SIGNALIZED					
BAY AVENUE @ 9TH STREET					
9th Street	NB	L	0.13	16.4	C
		TR	0.99	34.6	*
Bay Avenue	SB	L	0.82	33.2	F
		TR	0.90	24.0	*
	EB	LTR	0.63	16.1	D
		WB	LTR	0.79	23.7
Overall Intersection		-	0.81	26.7	*
WEST AVENUE @ 9TH STREET					
9th Street	NB	LTR	0.84	20.2	*
	SB	L	0.74	15.6	E
West Avenue	EB	TR	0.34	7.2	B
		L	1.04	92.0	*
	WB	TR	0.39	13.2	B
		L	0.07	11.5	B
		T	0.58	15.3	C
		R	0.32	12.3	B
Overall Intersection		-	0.95	18.4	*
U.S. ROUTE 9 @ N.J. ROUTE 52					
N.J. Route 52	NB	L	0.06	14.5	C
		T	0.87	33.7	F
U.S. Route 9	SB	L	0.28	16.9	C
		TR	0.57	22.4	D
	EB	L	0.14	11.9	B
		T	0.89	34.4	*
	WB	L	0.81	30.1	F
		T	0.88	32.3	F
Overall Intersection		-	0.86	29.5	*
1996 Existing					
INTERSECTIONS & APPROACH		Mvt.	Avg. Total Delay		2 LOS
B. UNSIGNALIZED					
GOLL AVENUE @ C.R. 585					
Goll Avenue	NB	L	-	192.5	F
		R	-	6.5	B
C.R. 585	WB	L	-	6.7	B
Overall Intersection		-		13.5	*
1996 Existing					
INTERSECTIONS & APPROACH		3 Avg. Queueing Delay (Sec/Veh)		4 Total Delay (Sec/Veh)	
		Avg. Geometric Delay (Sec/Veh)			
C. SOMERS POINT CIRCLE					
N.J. ROUTE 52 @ C.R. 559 / C.R. 585					
N.J. Route 52	NB		5.2	4.60	9.80
	SB		>50	7.12	*
C.R. 559	EB		7.6	7.30	14.90
C.R. 585	WB		>50	7.03	*

**Notes**

- (A): Delay is measured in seconds per vehicle.  
(1): Level of service are based upon avg. stopped delay per vehicle (sec/veh) for each lane group as listed in the 1994 Highway Capacity Manual -- TRB Special Report 209.  
(2): Level of service are based upon avg. total delay per vehicle (sec/veh) for each lane group as listed in the 1994 Highway Capacity Manual -- TRB Special Report 209.  
(3): Level of service are based on queueing delay when vehicles wait to accept a gap in the circulating traffic.  
(4): Geometric delay which consists of the delay involved in slowing down, proceeding through the roundabout and then accelerating back to normal speed.  
(5): \* -- Denotes a delay that cannot be quantified when circulating flow exceeds 1400 veh/hr.